

In addition to the do nothing plan, it is desirable to take a more in depth look at the existing street system to determine if **non-construction** projects can enable the existing system to serve future travel. Non-construction alternatives include:

- o **Control of access** increases capacity where it has been eroded by large volumes of turning traffic at many closely spaced locations, such as a strip commercial zone. Several sections of Broad Avenue, Hamlet Avenue, and US 1 provide examples of such development. As new development occurs, it would be beneficial to attempt to reduce or limit the number of curb cuts to these facilities. This alternative is applicable to the planning area.
- o Prior to a traffic signal being installed on a facility, the through movement is permitted continuously. Upon signal installation, the time permitted for the through movement is significantly reduced to allow for conflicting movements, possibly by as much as fifty percent. This results in a reduced capacity for the facility. It is therefore important that signals only be installed when needed, and with consideration to the overall impact on the facility. Signal locations on Broad Avenue and Hamlet Avenue should be highly regulated and coordinated to provide for signal progression.
- o An aggressive **carpool, vanpool, or public transit** program would process the same number of person-trips while decreasing the number of vehicle-trips and thus decrease congestion. Currently, neither City has an historical pool of vehicle occupancy data to analyze for evaluation of the possible benefits of such a program. However, considering the current amount and anticipated growth in industrial development within the planning area, a ridesharing program could be incorporated through the cooperation of local employers.
- o **Altering work hours** such that the beginning and ending times are staggered, can reduce travel in the peak hour. The resulting peak period would be less congested, but last longer. Therefore, the total traffic carrying ability of an existing street can be increased.
- o **Restrictions on growth** would also slow traffic growth, and delay the need for street improvements.

The do nothing concept is not a viable alternative in transportation planning for the planning area. Some of the concepts, such as signal progression and control of access, should be used to compliment the transportation system.